

REMARKS

Claims 1-36, 42, 43 and 45-48 are pending. By this Amendment, claim 1 is amended. Support for the amended features recited in claim 1 can be found in paragraphs [0172] - [0179], for example.

The courtesies extended to Applicant's representative by Examiner King during the telephone interview held August 3, 2006, are appreciated. The reasons presented at the interview as warranting favorable action are incorporated into the remarks below and constitute Applicant's record of the interview.

An Information Disclosure Statement is being filed with this Amendment. It is requested that the Examiner consider the references cited in that Information Disclosure Statement and return an initialed Form PTO-1449 to Applicant's representative.

An Election of Species was required in this application. Accordingly, Applicant elected Fig. 1. Claims 1, 2, 7-19, 21-36, 42, 43 and 45-48 read on elected Fig. 1. Claims 1, 11, 12, 22-24 and 37 remain generic to all species. Applicant thus retains claims 3-6 and 20 as these claims depend from claim 1. Applicant also requests rejoinder of claims 3-6 and 20 when claim 1 is found to be allowable, because claims 3-6 and 20 depend from claim 1 and would thus be allowable for at least the same reasons that claim 1 is allowable.

Applicant appreciates the indication of allowable subject matter in claims 2, 9-12, 14, 15, 17, 21-24 and 46-48, and the allowance of claims 25-36, 42 and 43.

Claims 1, 7, 8, 13, 16, 18, 19 and 45 were rejected under 35 U.S.C. §102(b) over DE 3426612 (DE '612). The rejection is respectfully traversed.

DE '612 fails to disclose a braking system structured to have the first state and the second state in a normal braking operation in which the pressure of the pressurized fluid in the brake cylinder always increases with an increase of an amount of operation of the brake operating member, and the pressure of the pressurized fluid in the brake cylinder always

increases during the normal braking operation with the increase of the amount of operation of the brake operating member, as recited in claim 1.

As previously discussed, DE '612 discloses a braking system for a vehicle. The braking system has both an anti-lock braking operation and a normal operation in which pressure increases with an increase of an amount of operation of a brake operating member manually operable by an operator of the braking system. As illustrated in DE '612's Fig. 1, the braking system includes an operating member 2, a master cylinder 1 with chambers 6-8, valve devices 13, 14 and a brake cylinder 12.

In a normal braking operation, in which pressure of the pressurized fluid in the brake cylinder 12 increases with an increase of an amount of operation of the brake operating member 2, pressurized fluid is discharged only from the pressurizing chamber 6 of the master cylinder 1. The valves 13, 14 (1) inhibit fluid communication between the other pressurizing chambers 7, 8 and the brake cylinder 12 and (2) permit fluid communication between the other pressurizing chambers 7, 8 and a reservoir 17.

As such, pressurized fluid is not delivered from the other pressurizing chamber 7, 8 to the brake cylinder 12 during a normal braking operation, and DE '612's braking system is not structured to have the first state (as defined in claim 1) when the pressure of the pressurized fluid in the brake cylinder increases with an increase of an amount of operation of the brake operating member, as recited in claim 1.

DE '612 only discloses a first state (in which pressurized fluid is delivered from two pressurizing chambers as recited in claim 1) during the anti-lock braking operation. However, during the anti-lock operation, the pressure of the pressurized fluid in the brake cylinder 12 decreases. DE '612's anti-lock braking operation occurs when a wheel speed detected by the wheel speed sensor 22 falls below a threshold value. When the anti-lock braking operation is initiated, the valve device 13 is first switched such that the pressurizing

chambers 6, 7 communicate with the brake cylinder 12 in order to reduce the pressure of the fluid in the brake cylinder 12 for a given amount of operation of the brake operating member 2. The braking pressure reduction takes place because a pressure-receiving surface of the pressurizing chamber 7 is larger than that of the pressurizing chamber 6. When the speed reduction of the wheel continues even after the pressurizing chamber 7 is brought into communication with the brake cylinder 12, the valve device 14 is also switched such that all of the pressurizing chambers 6-8 communicate with the brake cylinder 12.

Accordingly, DE '612 only discloses using the first state during an anti-lock braking operation and not when the pressure of the pressurized fluid in the brake cylinder always increases with an increase of an amount of operation of the brake operating member, as recited in claim 1.

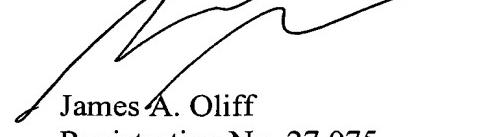
As discussed during the telephone interview, even if the anti-lock braking operation is considered a normal operation (which Applicant disagrees), DE '612 fails to disclose a normal braking operation in which the pressure of the pressurized fluid in the brake cylinder always increases with the increase of the amount of operation of the brake operating member, as recited in claim 1.

It is respectfully requested that the rejection be withdrawn.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



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Attachment:
Information Disclosure Statement

Date: August 15, 2006

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